

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (Cancelled)
2. (Currently Amended) A vehicle height adjusting apparatus according to claim [[1]] 6, wherein the drive mechanism is disposed between a vehicle body side member and the unsprung member so as to be in parallel relation with the direction in which the suspension spring deforms resiliently.
3. (Currently Amended) A vehicle height adjusting apparatus according to claim [[1]] 6, wherein the drive mechanism is disposed rearward of the suspension spring.
4. (Cancelled)
5. (Cancelled)
6. (Currently Amended) A vehicle height adjusting apparatus ~~according to claim 5,~~  
comprising:
  - a suspension spring supporting a sprung weight of a vehicle;
  - a pivotal unsprung member carrying a road wheel and connected to a lower end of the suspension spring so as to pivot in response to deformation of the suspension spring; and
  - a drive mechanism adapted so as to be free from the sprung weight and capable of moving the unsprung member so as to cause the suspension spring to increase or decrease in length and thereby adjusting a vehicle height at the road wheel,wherein the drive mechanism includes a line member connected at one end thereof to one of a vehicle body side member and the unsprung member, a drive unit disposed at the other of the vehicle body side member and the unsprung member and capable of driving the line member toward and away from the other of the vehicle body side member and the unsprung member, and a resilient member connected to the other end of the line member, the drive unit being capable of driving the line member by way of the resilient member, and

wherein the drive unit comprises a reel, and the resilient member ~~comprises~~ includes a spiral spring connected to the other end of the line member and wound around the reel, the drive unit being capable of varying an amount by which the spiral spring is wound around the reel.

7. (Original) A vehicle height adjusting apparatus according to claim 6, wherein the spiral spring is smaller in spring constant than the suspension spring.

8. (Cancelled)

9. (Currently Amended) A vehicle height adjusting apparatus ~~according to claim 8,~~  
comprising:

a suspension spring supporting a sprung weight of a vehicle;

a pivotal unsprung member carrying a road wheel and connected to a lower end of the suspension spring so as to pivot in response to deformation of the suspension spring; and

a drive mechanism adapted so as to be free from the sprung weight and capable of moving the unsprung member so as to cause the suspension spring to increase or decrease in length and thereby adjusting a vehicle height at the road wheel,

wherein the drive mechanism includes a line member connected at one end thereof to one of a vehicle body side member and the unsprung member and a drive unit disposed at the other of the vehicle body side member and the unsprung member and capable of driving the line member toward and away from the other of the vehicle body side member and the unsprung member,

wherein the drive unit includes a reel connected to the other end of the line member and rotatable to wind up the line member, a drive source for driving the reel and a worm gearing for transmitting power from the drive source to the reel, the worm gearing including a worm connected to the drive source and a worm wheel attached to the reel so as to be rotatable together with the reel in response to rotation of the worm, and

wherein the reel ~~comprises~~ includes a rotation shaft rotatably mounted at one end portion thereof on the vehicle body side member and connected at the other end portion thereof to the worm wheel so as to rotate together therewith, a hollow reel cylinder rotatably

mounted on the rotation shaft and a resilient member disposed inside the reel cylinder and having opposite ends connected to an the rotation shaft and the reel cylinder, respectively.

10. (Original) A vehicle height adjusting apparatus according to claim 9, wherein the resilient member comprises a spiral spring having a radially inner end connected to an outer circumferential surface of the rotation shaft and a radially outer end connected to an inner circumferential surface of the reel cylinder.

11. (Original) A vehicle height adjusting apparatus according to claim 10, wherein the spiral spring is smaller in spring constant than the suspension spring.

12. (Cancelled)

13. (Currently Amended) A vehicle suspension system according to claim ~~[[12]]~~ 19, wherein the suspension member is elongated in a front-to-rear direction of a vehicle so that said end portion is a front end portion.

14. (Original) A vehicle suspension system according to claim 13, wherein the suspension member rotatably supports the road wheel at a rear end portion thereof, the line member being connected to the rear end portion of the suspension member.

15. (Original) A vehicle suspension system according to claim 13, wherein the suspension member rotatably supports the road wheel at a rear side portion located forward of a rear end, the line member being connected to the rear end of the suspension member.

16. (Currently Amended) A vehicle suspension system according to claim ~~[[12]]~~ 19, wherein the suspension member is elongated in a vehicle width direction so that said end portion is an inboard end portion.

17. (Original) A vehicle suspension system according to claim 16, wherein the suspension member rotatably supports the road wheel at an outboard end portion thereof, the line member being connected to the outboard end portion of the suspension member.

18. (Cancelled)

19. (Currently Amended) A vehicle suspension system ~~according to claim 18~~, comprising:  
a suspension member pivotally connected at an end portion thereof to a vehicle body side member and rotatably supporting a road wheel;

a suspension spring disposed between the vehicle body side member and the suspension member;

a line member connected at one end thereof to the suspension member; and

a drive unit installed on the vehicle body side member and connected to the other end of the line member, the drive unit being capable of driving the line member toward and away from the vehicle body side member and thereby adjusting a vehicle height at the road wheel,

wherein the drive unit ~~further comprises~~ includes a reel connected to the other end of the line member, a reversible motor drivingly connected to the reel, and a spiral spring wound around the reel, the other end of the line member being connected to the reel by way of the spiral spring.

20. (Original) A vehicle suspension system according to claim 19, wherein the spiral spring is smaller in spring constant than the suspension spring.

21. (Currently Amended) A vehicle suspension system ~~according to claim 18~~, comprising:  
a suspension member pivotally connected at an end portion thereof to a vehicle body side member and rotatably supporting a road wheel;

a suspension spring disposed between the vehicle body side member and the suspension member;

a line member connected at one end thereof to the suspension member; and

a drive unit installed on the vehicle body side member and connected to the other end of the line member, the drive unit being capable of driving the line member toward and away from the vehicle body side member and thereby adjusting a vehicle height at the road wheel,

wherein the drive unit includes a reel connected to the other end of the line member and a reversible motor drivingly connected to the reel, and

wherein the reel ~~comprises~~ includes a hollow reel cylinder, a rotation shaft rotatably mounted on the vehicle body side member and rotatably supporting thereon the reel cylinder and a spiral spring disposed inside the reel cylinder so as to wind around the rotation shaft and having opposite ends connected to the reel cylinder and the rotation shaft, respectively,

the drive unit further ~~comprising~~ including a worm gearing transmitting power from the motor to the rotation shaft.

22. (Original) A vehicle suspension system according to claim 21, wherein the worm gearing comprises a worm wheel connected to the rotation shaft to rotate together therewith and a worm meshed with the worm wheel and connected to the motor so as to be driven thereby.

23. (Cancelled)

24. (Cancelled)

25. (New) A vehicle height adjusting apparatus comprising:

a suspension spring supporting a sprung weight of a vehicle;

a pivotal unsprung member carrying a road wheel and connected to a lower end of the suspension spring so as to pivot in response to deformation of the suspension spring; and

a drive mechanism adapted so as to be free from the sprung weight and capable of moving the unsprung member so as to cause the suspension spring to increase or decrease in length and thereby adjusting a vehicle height at the road wheel,

wherein the drive mechanism includes a line member connected at one end thereof to one of a vehicle body side member and the unsprung member and a drive unit disposed at the other of the vehicle body side member and the unsprung member and capable of driving the line member toward and away from the other of the vehicle body side member and the unsprung member, and

wherein the drive mechanism further includes a resilient member connected to the other end of the line member, the drive unit causing the resilient member to deform resiliently, thereby driving the line member.

26. (New) A vehicle height adjusting apparatus according to claim 9, wherein the drive mechanism is disposed between a vehicle body side member and the unsprung member so as to be in parallel relation with the direction in which the suspension spring deforms resiliently.

27. (New) A vehicle height adjusting apparatus according to claim 9, wherein the drive mechanism is disposed rearward of the suspension spring.

28. (New) A vehicle suspension system according to claim 21, wherein the suspension member is elongated in a front-to-rear direction of a vehicle so that said end portion is a front end portion.

29. (New) A vehicle suspension system according to claim 28, wherein the suspension member rotatably supports the road wheel at a rear end portion thereof, the line member being connected to the rear end portion of the suspension member.

30. (New) A vehicle suspension system according to claim 28, wherein the suspension member rotatably supports the road wheel at a rear side portion located forward of a rear end, the line member being connected to the rear end of the suspension member.

31. (New) A vehicle suspension system according to claim 21, wherein the suspension member is elongated in a vehicle width direction so that said end portion is an inboard end portion.

32. (New) A vehicle suspension system according to claim 31, wherein the suspension member rotatably supports the road wheel at an outboard end portion thereof, the line member being connected to the outboard end portion of the suspension member.